

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,
PROPRIETOR.

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VOLUME XLIII.—1878.—NO. 6

AMUSEMENTS TO-MORROW.

BOOTH'S THEATRE.—RICHARD III.
 GRAND OPERA HOUSE.—SHAGBURN.
 FIFTH AVENUE THEATRE.—ADRIAN.
 PARK THEATRE.—MURDER MY MURDER.
 FIFTH AVENUE HALL.—FANTASIES.
 NITEL'S GARDEN.—THE DEKA MOTTO.
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 SAN FRANCISCO MINSTRELS.
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 TONY PASTORS.—VARIETY.
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 WOODS THEATRE.—BROOKLYN.—RIP VAN WINKLE.
 NEW PARK THEATRE.—BROOKLYN.—FACING THE FOR.
 ACADEMY OF MUSIC.—B'KLYN.—CRESCENT TRAGEDIAN.

QUADRUPLE SHEET.

NEW YORK, SUNDAY, JANUARY 6, 1878.

IMPORTANT NOTICE TO ADVERTISERS.—To insure the proper classification of advertisements it is absolutely necessary that they be handed in before eight o'clock every evening.

From our reports this morning the probabilities are that the weather in New York and the vicinity to-day will be cold and partly cloudy or clear, with possibly a temporary threatening of snow. To-morrow the weather will be cold and clear.

WALL STREET YESTERDAY.—The stock market continued to increase in activity, and stocks, with the exception of the coal fanciers, were strong, closing at the highest prices of the day. Gold was steady at 102 3/4. Government bonds were firm and States and railroads irregular. Money on call was easier, lending as high as 1-32 per diem and as low as 5 per cent per annum.

THE BEGINNING OF THE NEW YEAR to-morrow ought to be signalized by an effort to, as far as possible, clear the docks.

THE CONDITION OF THE TURK on the Pacific slope is described in a letter from San Francisco. It contains a good deal of valuable and interesting information.

THE NUMBER OF DEMOCRATIC PATRIOTS in New Jersey who want office under "Little Mac" and the new Legislature is about equal to the democratic State majority.

THE CIRCUMSTANCES of the death of James Heil demand a close investigation than the deputy coroner appears to have given to them. Is it the rule at the police stations to throw a prisoner with a fractured skull into a cell and leave him to die there?

IN THE DESCRIPTION of the present condition of Greenwood and Calvary cemeteries there will be found a good deal that is valuable, interesting and suggestive. At the present rate of growth of this city and Brooklyn the population of these two cities of the dead will be over a million in the year 1900.

WE NOTICE THAT RECEIVER VANDYCK has obtained from Judge Landrum permission to sue McQuade and Twomey for the recovery of four thousand dollars from each, due, as is alleged, to the late Yorkville Savings Bank. The receiver has also authority to sue the trustees for illegal dividends. This is all well, so far as it goes, but it is not enough. In times like these the severest punishment should be visited upon all delinquent bank officers, no matter how small or contemptible the status of the offenders or the amounts involved. This species of disregard of sacred trust should be stamped out with all possible severity.

THOSE WHO HAD IN CHARGE the athletic tournament at Gilmore's Garden lost sight of the fact that the audiences at those exhibitions were not acquainted with the order of the contests or the contestants engaged. By announcing each event immediately before it commenced, and declaring the result intelligibly on a black board, as well as by the master of ceremonies immediately on the conclusion of each, the interest in the games would be considerably enhanced and the public better satisfied. In the police tournament and all future meetings the events, the victors and their accomplishments should be made as intelligible as possible.

THE WEATHER.—The fierce storm of wind and snow which swept the Middle Atlantic and New England coasts, as well as the lakes and British provinces, is now moving over Newfoundland. The progress of this compound storm, for it was made up of two distinct depressions, as already explained in the HERALD, has been very rapid and destructive to shipping. Owing to the very low temperatures that preceded and followed the disturbance, nearly all the precipitation took the form of snow, and fell as rain only near the storm centre, where the temperature was relatively high. On Friday night the central storm area extended along the coast from New London to Portland, Me., and heavy winds amounting to gales prevailed over New York, New England and the lower lakes. Yesterday morning the storm centre had advanced nearly northward into New Brunswick, with rain on its southern and snows on its western and northern margins. A small depression at the same time was central in the Upper Mississippi Valley, which, toward evening, moved into the lake district, attended by snow. Southward of the lakes and Middle States and westward of the Mississippi the pressure rose very rapidly, and a vast area of high barometer extended from Manitoba to the Gulf of Mexico and over all the Southern States. The present meteorological situation shows this great high area advancing after the storm centre, which is receding to the northeast. Low temperatures prevail all over the country. The weather in New York and its vicinity to-day will be cold and partly cloudy or clear, with possibly a temporary threatening of snow. To-morrow the weather will be cold and clear.

American Coast and Lake Navigation and its Perils.

Great disasters, such as those which have befallen the Huron and other vessels on our coasts this winter, particularly during the recent gale, have one good result in stimulating investigation as to their causes and suggesting measures for their avoidance. It is true that the experience of a long succession of wrecks on the American coast has not very considerably reduced the annual percentage of such casualties, but it certainly has compelled the adoption of precautionary measures that have taken from them in a large degree their fatal character. The loss of life attending wrecks due to causes beyond the control of seamen, such as violent storms, has been greatly reduced by the life saving service on the coasts, so far as perfected in organization and equipment. The exceptional case of the Huron is easily explained by the fact that, although there was a life saving station within a short distance of the scene of the disaster, provided with the necessary apparatus for the relief of vessels in distress, there was no crew attached to it, and, consequently, no one on shore at the time the Huron struck competent to utilize the surf boat, life lines or buoys for the rescue of the drowning seamen. We will not stay to discuss where the responsibility rests for this piece of unspeakable stupidity and neglect, but we must express the hope that a terrible loss of life which has been directly due to it will never again be recorded in connection with a similar cause. Assuming, therefore, that all possible precautions will be taken on land to guard against wreck and loss of life, it is only necessary to briefly refer to the causes of such on the sea along the coasts of the United States. Of course when a gale from any easterly point sweeps landward from the Atlantic it represents a primary element of danger that is aggravated or modified by the condition of the vessel exposed to it and her position with relation to the land. But there are sections of our Atlantic and Pacific coasts where even moderate gales are dangerous and others where full gales can be ridden out in safety even by small and indifferently equipped ships. The conditions also change with the seasons and with them the relations of the ship to certain sections of the coast line. It must not be forgotten that the ship, being the centre of interest, her movements and positions create, govern, increase and modify the elements of danger during a storm or gale, and that the coast is but one of these elements.

When a ship is sufficiently distant from land her safety depends chiefly on her strength of build, the fullness of her equipment, the careful stowing of her cargo and the good seamanship of her commander with an efficient crew. These are always supposed to guard a vessel, the theory being that no craft puts to sea unfit for the ordinary exigencies of the voyage. But when a ship's course is shaped near the land, either to approach a port or because of any advantage that might be gained in time and distance at the expense of risk, the best seamanship displayed in handling her during a gale will often fail to save her from going ashore. Hence it is not always just to attach blame to a captain for the loss of his vessel on the Atlantic coast of the United States. But that fact being generally recognized does not absolve a navigator from the responsibility that rests on him in venturing unnecessarily near land. Too little attention is paid by sea captains to very important subjects connected with their profession. Among these is that of meteorology, which tends to a formulation of the laws of atmospheric movements and conditions that enter largely into the science of navigation. There are on all coasts what are known as prevailing winds. These are due to causes easily understood if carefully studied. Indeed, much of the labor of research and even study is now spared the navigator by those who devote special attention to the subject of meteorology, and who give the results of their investigations to the public as reliable information. This knowledge is within the reach of every shipmaster, and he betrays a woful ignorance of one of the most important branches of his profession when he disregards it for what he believes to be a more reliable experience. Fortunately that class of mariners who affect to despise the advice of "any land lubber" on matters connected with navigation and the sea is fast passing away, and a more intelligent appreciation of applied science marks the age. Yet we would wish to see a more earnest effort made in the direction we refer to, for the sake of humanity and the interests of commerce, because we believe that many of the so-called "dangers of the deep" are avoidable when their true nature is known.

It is not sufficient to be acquainted with the prevailing winds and the permanent currents on a coast in order to insure safe navigation. The causes that produce sudden changes in the former and the influences that alter the direction and velocity of the latter must also be understood. It is claimed that the captain of the Huron when at Fortress Monroe did not see the storm signal at Norfolk, and put to sea without any positive knowledge of the near approach of danger. Be this as it may, there are sufficient grounds for the belief that something was wanting at the point of departure which should have been there, whether that was a storm signal or the captain's faith in the reliability of such warnings. This is particularly necessary in what is termed the Atlantic coasting trade, because vessels so engaged may be said to be in constant danger from these causes, and their captains are frequently unable to see the warning signals that are hoisted at the various ports which they may pass during the voyage. The same may be said of vessels trading along the Gulf, Pacific and the lake coasts, particularly the latter. In the first named the chief line of trade lies between the narrow channel south of Key West and New Orleans, with its branches to Mobile and Galveston. A storm may be raging in the Western Gulf while the winds on the Florida coast are of moderate force and favorable for sailing vessels bound westward. One of these we will suppose is bound for the Mississippi mouth and takes the shortest line possible for her destination. She reaches a longi-

tude where the wind blows a gale from the southeastward, and being unable to hold on her course is driven northward into the Gulf current, thus losing way by drift and being forced toward a lee shore. As the storm draws nearer she is probably driven ashore and lost unless she can anchor and hold her ground against the fury of the gale. Of course a steamer can work off the coast and run less risk, but Gulf storms are frequently severe enough to overpower all efforts for safety. They do not always give notice of their approach by a spell of "dirty weather," and the decline of pressure is so rapid as to afford but little warning to even the most observant shipmaster—certainly not enough to permit of his changing his position with relation to the land.

On the Pacific coast the danger is less than on the Atlantic. Yet there are parts of the former, north of latitude 40 and south of latitude 25, where navigation becomes dangerous. On the lakes, as we remarked above, the necessity of caution is perhaps more imperative than elsewhere. Although the distances between ports are comparatively short the water areas are small and the danger is consequently greater. Storms that so frequently pass over the lakes are nearly always severe and embrace all the lines of navigation. To secure all the advantages which the knowledge of meteorology must afford to the shipmaster we believe that no vessel of any class should leave port for a voyage of over three days without a weather chart if possible of the day of departure, but certainly of the preceding one, that embraces all the conditions then prevailing over the territory of the United States. By this simple, sensible and inexpensive plan the number of disasters annually recorded would be reduced to a minimum, the navigation of our coasts and lakes would be rendered comparatively safe, and intelligence would rule where ignorance now reigns with fatal consequences.

The French Army and the Bonapartists.

La République Française, which bids fair to effectively lead public opinion in France, makes a timely call on the government for the removal of the present commanders of the several army corps. This demand has reference to what has become known since the expulsion from office of the Grimaudet de Rochebouet Ministry of the steps taken to use the army in the suppression of the constitutional authority of the Chamber of Deputies; and the demand is at once bold and adroit, because the outrageous attempt to use the army in that way will make it appear only reasonable that the country should have a guarantee in the character of the corps commanders, and because it assails in their chosen stronghold the implacable enemies of the Republic. It must be evident to all who reflect for a moment how men's personal convictions shape their conceptions of honor and duty, that if the men who had actually taken "steps to secure order" had pushed those sinister precautions they would have found ample sympathy in the larger number of the men in command of the military departments as well as in the larger number of division commanders under them. Men like Ducrot, Douay, Bourbaki, Ladmirault, Gallifet and Abbatucci would "take suggestion as a cat laps milk" if the suggestion assumed the form of a hint that the Republic needed to be protected from the republicans and made absolutely safe in the custody of an imperial prince. As the Republic has on this occasion marvellously escaped from attentions of that nature its friends would be delinquent if they did not insist upon such security for the future as can only be assured by putting in these important positions men not actually the foes of the existing constitution.

Genial John.

The coming benefit to Mr. John Brougham promises to be the most interesting event that has taken place in a dramatic way in this city for many years. It has been for some time the intention of many of his friends and admirers to mark their appreciation of him in this substantial way, and we are glad that they have wisely resolved to ask the public to unite with them in honoring so great an artist and so universally esteemed a citizen. What the response to the invitation will be we feel that we know full well. There is no actor on the stage who is more widely loved, who has, as it were, planted himself in the affection of his generation more deeply than genial John Brougham. The ties that bind him to the troops of friends who have the good fortune to know him in private life are scarcely less strong and enduring than those which have been formed between him and the thousands and tens of thousands who never crossed the dividing line of the footlights. For more than a quarter of a century he has been delighting us as it has fallen to the lot of but few men to do, and the receding years have only made him the nearer and the dearer to us all. Mr. Brougham is now advanced in life; he is drawing so near that point in his career which he has set for himself as the end that he begins to talk of closing the volume; but, however that may be, this is not the time to anticipate the estimate that will be placed upon his work and upon his genius. That day, we trust, is still very far distant. All that we are interested in now is in giving back to an old and faithful friend and public servant a small part of the warmth and sunshine he has been so long bestowing upon us. If ever a great actor deserved a great benefit at our hands it is John Brougham. There are few of us who are not deeply in his debt, and those of us who are not are indeed unfortunate. Let us see that the little gift we purpose to give shall be worthy of him and not unworthy of ourselves.

Law and Lunacy.

If the legal member of the commission appointed to examine into the sanity of Mr. Lord is not misrepresented in what is published of the views he is said to hold of the proceedings to be taken in this case it is certainly unfortunate that these views should give him the appearance rather of an agent of one of the parties than an impartial expert. In a common sense view of the case it

would appear that a commission to examine into the sanity of an individual must at least have that individual before it; and if that is not the case, but if in the absence such a commission may proceed and on ex parte statements declare the man's sanity and seize his estate, then the citizens of this Commonwealth hold their property by a very feeble tenure. It will naturally strike the public that this is a case that will bear close scrutiny in all its parts.

Amateur Street Cleaners.

Mayor Ely's appointment of a committee of the horse car railroad corporations to advise him how to clear the streets in case of a heavy snow storm was a most remarkable piece of executive enterprise. Those corporations have been the main cause of the obstruction of business during the prevalence of such storms, through their illegal practice of piling up the snow in miniature mountains on each side of their tracks, so as to throw their rails clear at the expense of all other traffic. If the Mayor found it necessary to call in outside parties to instruct the city officials how to do their duty he certainly would have done better to consult the telegraph companies, the express companies or the steamship companies than to take counsel of corporations which have impudently violated the city ordinances and increased a hundredfold the inconveniences of every snow blockade and the difficulties of removing the obstructions.

The horse car corporations have generally controlled the Common Council of the city and have been enabled to defeat ordinances requiring them to remove the snow and ice from the streets occupied by their tracks as often as they have been proposed. There is, however, quite enough in the charters and agreements under which they exist to warrant a city government, disposed to deal justly by the city, in compelling them to perform that work without any special ordinance on the subject. The street railroad companies are required to comply with the directions of the Common Council in all matters relating to their roads. The Sixth avenue line is required by the contract made with the city September 6, 1851, to run a car on their road "each and every day both ways as often as every fifteen minutes from five to six A. M., every four minutes from six A. M. to eight P. M., every fifteen minutes from eight P. M. to twelve P. M., and every thirty minutes from twelve P. M. to five A. M." The Third avenue line and all others are under similar obligations. In order to fulfil this contract they must, of course, keep their tracks free from snow and ice in the winter. They are further prohibited from causing obstructions in the streets; hence they cannot legally pile up walls of snow and ice on each side of their tracks to the stoppage of all other traffic and the inconvenience and injury of the people living along the line of their roads. An ordinance passed by the Common Council in September, 1859, provides that "the Eighth Avenue Railroad Company and the Ninth Avenue Railroad Company are hereby authorized to pave all the space within the outside rails of their respective tracks with small cobble stone, and are hereby further required to keep the said space in repair and good travelling condition." An efficient Mayor and an honest Common Council could find ground enough in these ordinances and regulations to compel the street railroad corporations to spend some portion of the millions they make out of the city in clearing their tracks of snow and ice without merely throwing it aside and heaping it up to become a public nuisance and obstruction.

But as our amiable Mayor has only requested these liberal corporations to aid him with suggestions as to how he is to do his own duty, without intimating that he shall require them to do it, the companies favor him with a "plan" for removing the snow and ice. The committee give him the valuable information that clean snow may be dumped into the river from any dock; that if the Street Cleaning Bureau will put enough men on Broadway, between Bowling Green and Fourteenth street, to sweep the snow into the gutters during the whole period of a snow storm they will find that piece of road clear when the fall ceases, and then if they put on a sufficient number of men and carts they can proceed to clean the rest of the city. If the city will do this the railroad corporations on their part will "aid in smoothing down the snow" and will remove the snow from their tracks into the gutter. It is evident that these railroad philanthropists believe in their power to "smooth down" the Mayor, but whether the people will submit patiently to their impudent imposition is altogether a different question.

Pulpit Topics To-Day.

The opening year will give direction to the presentation of thought in many of our city pulpits to-day. Mr. Searies, Mr. Colcord, Mr. MacArthur, Mr. Hatfield, Mr. Hubbell, Mr. Knapp, Mr. Jatten and Mr. Hull will give their congregations thoughts, or texts, or watchwords for the New Year. Mr. MacArthur will press home the idea that men who are resolving to turn over a new leaf should do so now; and while so many pastors are preaching sermons adapted to the young Mr. Hatfield has not forgotten the middle aged, to whom he will address himself this evening. The subject of Christian union suggested by the Evangelical Alliance as suitable for presentation on this the opening of the Week of Prayer will also occupy the attention of some of our city pastors. Mr. Plumley, for instance, will speak about a perfect Christian union. The current discussion on "Hell" and the future life has its share of attention also, as will be seen by our religious advertising columns. Dr. Hartzell, of Jersey City, will give the opinions of eminent scholars concerning the doctrine of endless punishment; Mr. McCarthy will present the origin and history of hell and its reconstruction—rather a big job for one day, but in it he will undertake also to review Joseph Cook's transcendentalism. So that his mouth, if not his hands, will be full to-day. Mr. Sweetser will also go over the ground and make a day of it by following the signs of the times to ascertain what they indicate with regard to the Univer-

salist Church and how Universalism stands toward probation and purgatory. Mr. Pullman will go in heavy on hell also and ask, "If we are not in danger of everlasting punishment what are we afraid of in the future life?" This is a pertinent question and not to be lightly disposed of. As this is usually the time for beginning revival meetings in the churches that and kindred topics will also be considered to-day by Mr. Burch who will treat the subject of revivals in general and salvation for the individual soul by a look of faith; by Dr. Knapp, who will point out the hindrances to the Gospel, so that they can be removed; by Mr. Lloyd, who will hold up Christ as the world's attraction in whom all the units of faith find their centre; by Dr. Crook, who will indicate the voice of God's mercies to men; by Mr. Johns, who will make the barren fig tree the symbol of fruitless believers and its doom their doom; by Mr. Moment, who will present Christ as the Church's and the believer's rock, and by Mr. Hepworth, who will prove that man is immortal, but that he is nothing without Christ. During the week Mr. Hepworth will give opportunity every evening to test the efficacy of Christ's saving power. Dr. Armistead insists that Christ never paints the blush on a young man's cheek, and Dr. Tyng, Jr., will give directions how to adorn a character. Mr. Alger will indicate what the work of life is and what are its motives. Mr. Egbert will speak about our social duties, and Mr. Newton about the education of our daughters. Dr. Deems will celebrate the tenth anniversary of his church for strangers, and Messrs. Williams, Broadbent and Caulfield will present the chief incidents in the life of the Lord Jesus with the Sunday school of Zion Protestant Episcopal Church this evening.

Cupid on Crutches.

We protest with some feeling of indignation against the priggism which prompts certain newspaper writers to exercise their fatuous wit whenever an elderly amoroso thinks proper to unite himself in wedlock with a lady still basking on the sunny side of fifty. What right has any scribbler to belittle the conquests and assail the motives of the glorious little god of Love, because he aims his arrows at the hearts of a venerable octogenarian and a mature beauty, who has already chronicled on her tablets the conquests and triumphs of nearly five decades? On what psychological principle can we contend that the soul of man, after he has reached the highly respectable age of four score years, becomes a sort of non-inflammable concrete, dead to all new impressions and impervious to Cupid's darts? What maintainable ground have we for the belief that a ripe and experienced beauty, within two years of kissing her first half century, cannot possibly kindle with a genuine love for a dear old boy of eighty-three?

We do not intend to exhaust history in producing examples of happy marriages in which the bridegroom's gray hairs have formed a pleasant foil for the golden locks of the youthful bride. We do not care to show how frequently long lines of heirs have sprung up, the eldest of whom has first opened his eyes in this world on an anxious father of seventy and a happy, panting mother of seventeen. We shall not even quote the well known and well worn proverb relating to such marriages, one of which tells us that it is better to be an old man's darling than a young man's slave, and another of which has something to say about winter lingering in the lap of spring. All we desire to contend for is that an elderly gentleman and a mature widow have just as much right to fall in love as a lad of twenty-two and a schoolgirl of seventeen. Just as much right, indeed? We may properly say much better right. What are a young man's necessities for a wife as compared with those of an old man? A young man can jump into his slippers, fasten his collar and suspenders behind as well as in front, and do all little domestic chores for himself without assistance. An old man needs a helpmate, and loves a wife for the aid she gives him as well as for her beauty, gentleness and grace. So far as the female is concerned, woman is fond and loving by nature, and her heart is certain to go out toward those who are in a measure dependent upon her. When the flame that attracts and consumes her is kindled by a suitor of between eighty and ninety summers it may burn all the more steadily from the knowledge that it is fed by a tottering form which may need the firm hand of a true woman to guide it through the path of life in the future. If in a union between eighty-three and forty-eight some little attention is paid to pecuniary matters it is only the result of a prudence taught by experience. The well known fact that when poverty comes in at the door love flies out of the window is seldom remembered by giddy young couples, who rush into wedlock without knowing whether their love is genuine or fictitious. It is not likely to be overlooked or forgotten by a bridegroom who came into the world when Robespierre was in his glory or by a bride to whom for a score of years housekeeping has been no new experiment. But because the clink of gold keeps pleasant tune with the marriage bells it does not follow that it must necessarily blunt the edge of Cupid's arrows. The winged messengers of love fly straight, and we protest against the impudent assumption that they are powerless to reach the experienced heart of widowed forty-eight when shot by the amorous eyes of four score and three.

Utilization of Physical Endurance.

The feat accomplished by Captain Bogardus of breaking five thousand glass balls sprung from traps at eighteen yards rise in five hundred consecutive minutes, or eight hours and twenty minutes, was a wonderful display of skill and endurance. In performing the task he missed only one hundred and sixty-three balls, forty of which were missed in the last five hundred, and the match was won with a margin of nearly twenty minutes to spare. This is splendid shooting, as well as a proof of great strength and stamina on the part of the Captain, and the interesting trial was witnessed by a number of leading marksmen. It was certainly a more attractive exhibition than the twelve hours' waltz of the pirouetting M. Cartier on New Year's night or

than the periodical hundred mile walks of professional pedestrians. But it probably did not surpass M. Cartier's protracted twirling or some of Weston's tramps as a physical feat, and was not a much more useful undertaking.

As there appears to be a passion just now for testing how much a man's physical strength will endure, why should not the trial be turned to some practical advantage—be "utilized," in fact, like Wall Street margins? A stout baker, for instance, might set to work to make five thousand loaves of good bread in five hundred consecutive minutes; or a powerful butcher might undertake to cut up into chops, steaks and small joints a given number of carcasses of bullocks and sheep within a stated time. The strength and endurance required for the accomplishment of the tasks would doubtless be great; but if the bread and the meat should be paid for with the stakes and distributed to the poor the result would be far more useful than the breakage of several gross of glass balls, the pirouetting of nimble-toed professors, or the trappings of stoop-shouldered pedestrians. Then, again, we might have a match at street cleaning, and see how many miles of avenues half-a-dozen herculean soldiers of the broom could sweep in a night time, or how many loads of dirt some garbage Samson could dump in twelve hours. Proficiency in running might be utilized by allowing those who are fleet of foot, instead of wasting their time in spinning round and round a rink, to give chase to the Owen Murphys and other absconders who manage to elude our vigilant police so easily. Walking might be utilized very happily by inducing the present Police Commissioners, the remaining Excise Commissioners, the Health Board, several of the Tammany ward politicians, and, perhaps, the Mayor himself, to undertake a walk of one thousand or five thousand miles, provided they would proceed in one direction with their backs to the city and agree not to retrace their steps. In such an arrangement, in view of the chronic weakness of the Mayor's backbone, he might be allowed to ride at least half the distance. There are a score of ways in which the feats now so popular might be thus utilized. Physical endurance is a good thing, but it need not be wasted on such trifles as breaking glass balls, waltzing for twelve hours or tramping a weary hundred miles round and round the track of a rink.

PERSONAL INTELLIGENCE.

Jettied lace is worn.
 Sam Longfellow is a brother of him.
 Mr. W. F. Ward, of Boston, is taxed \$42,532.
 Charles Francis Adams is taxed for nearly \$10,000 in Boston.

According to the Boston list Oliver Ditson is one of the wealthy men.

Senator Francis Kernan is at the Fifth Avenue Hotel, on his way to Washington.

The Mutual Life Insurance Company, of New York, is taxed over \$1,000,000 in Boston.

Springfield Republican.—"Mr. Hayes has made enough mistakes to show the country that he is not the ideal President who somehow never survives inauguration day."

The United States government has received the thanks of the Admiralty for having restored the grave of a British officer who fell at the engagement on Lake Champlain a century since.

An Irish jury has given a verdict against a woman in a suit for breach of promise of marriage; \$1,250 were the damages to the man's heart. As to ages, well, that was dam ages, too.

Mr. Dorman H. Eaton, the publicist-reformer, has purchased a Vermont farm on West River for a summer residence. The farm is mainly a bean patch, and next summer we shall be asking, "What will Dorman H. Eaton?"

Since the hard times began many young men have been entering the ministry. The number is constantly increasing, and it is believed, in the rural districts, that by this time next year the shortage and preserved quince crop will be entirely exhausted.

The Savannah News has a new suit of type for its New Year's present. The prettiest city of the South deserves a handsome newspaper, as it certainly has a good one. In a number of points of journalism the News leads Southern journals. It is liberal, good natured and cosmopolitan. It is not near so "Georgian" as we mean narrowly so—as some of its contemporaries.

The New Orleans Picayune has for some time come to us as a quadruple sheet. Business seems to be lively. Just a wee bit provincial and possessing the idea of most Southern journals that "reading matter," in a climate which induces patience, is preferable to busting news, the Picayune is still one of the best, and our quotations show that it is one of the wisest, journals in the country.

Saturday Review.—"If a rich man walks through a hospital he is a saint; if he spends a third part of his income on charities he is a paragon of liberality. It is his wife's habits of worship, rather than want of other occupation than from devotion, she is 'such a religious woman'; while the poor who put themselves to inconvenience to go to church perhaps once a week are thought neglecters of means of grace."

General Richard Taylor in the North American Review.—"The first skirmishes and actions of the war showed that, untrained, the Southern was a better fighter than the Northern; not because of more courage, but of the social and economic conditions by which he was surrounded. Devoted to agriculture, in a sparsely populated country, the Southern was self-reliant, a practised horseman and skilled in the use of arms."

A poor undergraduate at a celebrated university once had his position lucidly explained to him by the head of his college on requesting the favor of a night's absence in the middle of term. "You are neither a nobleman," said the den, "nor a nobleman's son; you are not even the sort of a member of Parliament, nor are you the heir to an estate; I cannot therefore concede under what pretext you can have the presumption to make such a request."

All the strong-minded ladies—bless 'em—of Washington are in favor of lady constables. We have often remarked here in New York that our constables are not ladylike. We would rather be arrested by a lady than by a nasty man. When arrested we would struggle. If she boxed our ears we would kiss the cruel, but sweet hand. If she flogged us we'd go to jail in her arms we would be bad again as soon as possible. Opelia, do not suicide, but be a constable. Juliet, step down from thy balcony, escape the nurse and become short stop in a baseball club.

The editor of the Burlington Hawk-Eye, who is as brilliant as he is unsophisticated, devotes space to saying that being recently in New York he would have been glad to see the great HERALD sanctum, but was told that it was just as easy for him to get inside as it would be for a camel to amble sideways through the eye of a needle. Child, we heard of your arrival in New York, but could not discover the number of the precinct where you were taken. Your hat and watch will be forwarded to you by express.

An English lady told a curious tale at a dinner party the other day. She had occasion to make extensive purchases at the Louvre. She began by buying silks, then laces, handkerchiefs and all kinds of goods; but she remarked, as each counter jangler conducted her to the next rayon, he invariably called out "Deux cinq!" Her multitudinous purchases were brought to her at the Hotel Bristol in the morning, and, as she paid the heavy bill, she begged the shop boy to explain to her the meaning of the cabalistic words, "Deux cinq." He muttered excuses, was confused, assured her she was mistaken, but eventually admitted that she much resembled a notorious shoplifter. The chief of each rayon, therefore, enjoined his colleague to keep his two eyes fixed upon her five fingers.